



# Hongkong Daily Press.

ESTABLISHED 1857

ON SALE  
THE  
DIRECTORY & CHRONICLE  
FOR 1911.  
Complete Edition \$10.00  
Small 6.00  
Agents in all the Foreign  
Settlements throughout the Far  
East.

No. 16,659 號九十五百六十六萬壹第 日六十二月七年三統宣 HONGKONG, MONDAY, SEPTEMBER 18th, 1911. 一拜禮 號八十月九年一十百九千一英港香 PRICE, \$3 PER MONTH.

NEW  
PIANOS  
ON HIRE

AT  
\$10 PER MONTH.

TUNING AND REGULAR  
ATTENTION INCLUSIVE.

S. MOUTRIE & CO.,  
LIMITED.

CHINA MUTUAL LIFE  
INSURANCE CO., LD.,  
HEAD OFFICE, SHANGHAI.  
DIRECTORS AND OFFICERS.  
J. A. WATTS, Esq., Managing Director.  
A. J. HUGHES, Esq., Secretary.  
S. B. NELL, F.I.A., Actuary.

A strong British Corporation Registered  
under Hongkong Ordinances and under Life  
Insurance Companies' Acts, England.  
Insurance in Force ... \$39,571,465.00  
Assets ... 9,872,930.00  
Income for Year ... 3,862,071.00  
Total Security to Policyholders 9,520,050.00

LEFFERTS KNOX, Esq.,  
District Manager.  
W. TAPE, Esq.,  
District Secretary.

C. LAWDER, Esq., Inspector Hongkong.  
Advisory Board Hongkong.  
SIR PAUL CHATER, Kt., C.M.G.  
T. F. HUGHES, Esq.  
C. J. LAURENTZ, Esq.

GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.  
In Casks 375 lbs. net  
In Bags 250 lbs. net  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 29th April, 1908.

SINGON & CO.  
IRON, Steel, Metal and Hardware Merchants,  
Wholesale and Retail Ironmongers, Pig  
Iron and Foundry Coke Importers. General  
Storekeepers and Shipchandeliers. Nos. 35 & 37,  
Hing Loong Street (2nd St. west of Central  
Market). Telephone No. 515.

PAK TRAMWAYS COMPANY  
LIMITED.  
TIME TABLE.  
WEEK DAYS.  
7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.10 p.m. Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. and 9.00 p.m. 9.45 to 11.30 p.m.  
every 15 minutes.  
SUNDAYS.  
8.00 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.45 a.m. to 12.00 noon. Every 15 minutes.  
12.00 noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 8.10 p.m. Every 15 minutes.  
NIGHT CARS as on Week Days.  
Extra Car at 11.45 p.m.  
SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des  
aux Road Central.  
JOHN D. HUMPHREYS & SON  
General Managers.  
Hongkong 16th June, 1911.

WEISMANN, LTD.

BAKERS.  
CONFECTIONERS.  
CATERERS.  
RESTAURANTEURS.  
14, DES VŒUX ROAD, CENTRAL.

P. & O.  
Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1912.  
S.S. "INDIA." (8,000 Tons.)  
CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON  
DIRECT, WILL LEAVE HONGKONG ON MARCH 16th, 1912  
CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND  
GIBRALTAR, AND IS DUE TO ARRIVE AT:  
MARSEILLES - - - - - APRIL 13TH.  
LONDON - - - - - APRIL 20TH.

The Accommodation in this Vessel is at the  
entire disposal of Passengers from the Far East.  
FARES TO LONDON -  
1st SALOON £71.10 SINGLE; £106.14 RETURN.  
2ND " £48.8 " £72.12 "  
For Further Particulars, apply to  
E. A. HEWETT,  
SUPERINTENDENT

CANTON, MACAO AND  
WEST RIVER  
STEAMERS.

HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday  
excepted).  
CANTON TO HONGKONG—Daily at 2 A.M. and 5.15 P.M. (Sunday excepted).  
HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M.  
Sundays at 9 A.M. and 12.30 P.M.  
MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.  
Sundays at 7.30 A.M. and 5 P.M.  
MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.  
CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.  
CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.  
WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.  
The S.S. "SUI TAI" leaving on SUNDAYS at 12.30 P.M., connects with the  
Excursion Steamer returning from Macao at 5 P.M.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
Hotel Mansions, Opposite Hongkong Hotel.

WO HING & CO.,  
No. 17A, QUEEN'S ROAD CENTRAL.  
MANUFACTURERS OF  
HIGH-CLASS  
SWATOW DRAWN WORK.  
LATEST FASHIONS OF  
CANTON EMBROIDERIES, SILK LACES OF EVERY DESCRIPTION.  
CHOICE ASSORTMENT OF  
SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.  
INSPECTION SOLICITED. PRICES REASONABLE.  
Hongkong, 12th April, 1911.

MITSU BISHI DOCKYARD  
AND ENGINE WORKS.  
At A.B.C., Western Union, and Engineering Codes used.  
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.  
Manufacturers of Contrado Condenser, Stone's Manganese Bronze,  
and Parsons' Steam Turbines, etc., etc., etc.  
AT NAGASAKI—Telegraphic Address: "DOCK" NAGASAKI  
Length on Keel-Blocks. Breadth at Entrance on Bottom. Depth of Water on Keel-Blocks.  
No. 1 ... 510 ft. 77 ft. 26 ft.  
No. 2 ... 350 ft. 53 ft. 24 ft.  
No. 3 ... 714 ft. 88 ft. 34 ft.  
1 Patent Slip capable of lifting vessels up to 1,000 tons.  
The Salvage Steamer "QUEA-MARU," 716 tons and 12 knots speed, is always  
ready at short notice.  
AT KOBE—Telegraphic Address: "WADADOCK" KOBE.  
Floating Docks.  
No. 1. 7,000 Tons. 12,000 Tons.  
No. 2. 460 Feet. 580 Feet.  
Lifting Power. 56 " 66 "  
Max. Length of Ship taken in. 22 " 25 "  
Draft. " " "  
The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.  
The Floating Barge, capable of lifting 40 ton weight.  
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

KELLY & WALSH, LTD.

Life and Sport on the Norfolk Broads, by Oliver G. Reay. (Author of "Life and Sport in China.") 6/60  
Marriage Totemism and Religion, by Lord Avebury. 4/00  
The Ten Republics (S. America), by R. P. Potter. 3/10  
The Land of Veiled Woman, by Foster Fraser. 2/75  
The British Empire and its History, by B. G. Hawke. 2/75  
Among the Tribes in South West China, by S. R. Clarke. 2/75  
To learn 6,000 French Words in one Day, by E. Deschamps. 1/75  
Qu'est-ce que cela veut dire? by Pothouier (French as spoken in France). 2/25  
A Study of Words, by E. M. Blackburn. 3/10  
Creatures of the Sea, by F. T. Bullen. 2/75  
80 cents each.  
Molly make believe, Abbott. 2/25  
The Time Machine, Wells. 2/00  
The Weavers, Parker. 2/00  
Spanish Gold, Birmingham. 2/00  
18th Century Vignettes, Debon. 1/80  
Flossie, Wentworth-James. 1/05  
The Japs at Monte, Sladen. 70  
Our Immortal Heritage, Baker. 70  
Martha and I, Andon. 70  
Art Needlework made Easy, Townsend. 70  
First Principles, Spencer, 2 vols., 80 cents each.  
Education, Spencer. 70  
La Chine Moderne, Rottach. \$2.25  
La Carrière Amoureuse, Marais. 2.00  
Mademoiselle, Mazeroy. 2.00  
Sur le Champ de Bataille. 1.80  
Le Nu aux Salons d'Humoristes. 1.05  
Le Calmeur, Riché. 1.05  
Pay carrément, Violis. 70  
Doudou, Gyp. 70  
Les Curiosités de Lily, Deschal. 70  
L'Amo du Judge, Lano. 70

KUPPER  
PILSENER BEER.  
The Leading Beer in the Far East.  
SOLE AGENTS:  
CALDBECK,  
MACGREGOR & CO.,  
The Leading Beer in the Far East.

THE YOKOHAMA DOCK  
CO., LTD.

Telegraphic Address: "DOCK," Yokohama.  
Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A. 1, and Watkin's.  
DRY DOCK DEPARTMENT—Telephone Nos. 376, 506, or 581.  
No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.  
Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.  
Every description of repair work is undertaken. A large assortment of material  
including tail shafts are kept in stock. Two powerful tow boats, floating derrick to  
lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,  
tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.  
WAREHOUSE DEPARTMENT—  
106 buildings, principally of brick and steel, 353 entrances. 13 buildings are private  
bonded warehouses. Floor area 73,345 square yards, or 15.13 acres.  
Custom-house brokerage and insurance undertaken. Rates moderate.  
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

"HONGKONG DAILY PRESS"  
PUBLICATIONS.

DIRECTORY AND CHRONICLE  
OF THE FAR EAST ... \$10.00  
Do. Do. Small Edition 6.00  
CHILDREN OF FAR CATHAY—  
Social and Political Novel, by C. J.  
Halscombe. 3.50  
THE JUBILEE OF HONGKONG,  
being an Historical Sketch to which  
is added an Account of the Celebra-  
tions in 1891. 1.00  
THE HONGKONG TYPHOON, Sept.  
18th, 1860, Illustrated Account. 0.50  
TEMPORARY MINING REGULA-  
TIONS IN CHINA. 0.50  
REGULATIONS FOR RAILWAY  
CONSTRUCTION IN CHINA. 0.50  
HONGKONG HANSARD REPORTS  
OF THE MEETINGS OF THE  
LEGISLATIVE COUNCIL, Pub-  
lished Annually. 3.00  
MOUNTINGS OF NAVAL GUNS  
and their Subsequent Use with the  
Latham Relief Column. 1.00  
WARLIKE EXPLOITS OF THE  
MERCHANT NAVY, by J. E.  
Featherstonhaugh. 1.00  
POLITICAL OBSTACLES TO MIS-  
SIONARY SUCCESS IN CHINA. 0.25  
TRADE MARK REGULATIONS  
IN CHINA. 0.25  
FROM HONGKONG TO CANTON,  
BY THE PEARL RIVER—"A  
Book for the Globetrotter," by Capt.  
C. V. LLOYD, with Maps and Illus. 1.75  
HONGKONG WEEKLY PRESS,  
half yearly vol. bound. 2.50  
FIFTY YEARS ANGLO-CHINESE  
CALENDAR, 1864 to 1913. 2.00  
RATES OF EXCHANGE AT  
HONGKONG, English Mail days  
1874 to 1909. 2.00  
BOMBAY RATES OF EXCHANGE  
AT HONGKONG, English Mail  
Days 1893 to 1909. 1.00  
CALLED OUT: or the Chung Wang's  
Daughter, an Anglo-Chinese Ro-  
mance, by Chas. J. H. Halscombe. 2.00  
SKETCH OF THE WEST RIVER. 0.50  
PLAN OF VICTORIA. 1.00  
" " KOWLOON. 0.75  
" " PEAK. 0.75  
" " NEW TERRITORY. 0.75  
POWER OF ATTORNEY FORM. 0.25  
MAIL TABLES for 1911. 0.30 & 0.20

HOTELS

HONGKONG HOTEL  
FINEST HOTEL IN THE FAR EAST  
Recently Refurnished and Redecorated.  
Large Airy Public Rooms.  
Electric Lighting, Lifts and Fans.  
Suites de Luxe  
Bedrooms with European Bath and  
Lavatory attached.  
Perfect Sanitation.  
The new Lounge will shortly be completed.  
A la Carte Restaurant and Grill Room  
Open 1st October.  
J. H. TAGGART, Manager

KING EDWARD  
HOTEL.  
A HIGH CLASS HOTEL.  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 24th July, 1905. [5967]

GRAND HOTEL  
QUEEN'S ROAD CENTRAL.  
A FIRST CLASS AND UP-TO-DATE  
HOTEL.  
ENTIRELY UNDER EUROPEAN MANAGEMENT  
THIS HOTEL has recently been thoroughly  
renovated, extensively enlarged, and is now  
luxuriously furnished and up-to-date in every  
respect, situated in the most central position.  
Large and Airy Rooms, Hot, Cold, and Shower  
Baths, Electric Light throughout and Fans.  
Large and Comfortable Lounge, Private and  
Public Bars and Billiard Rooms, CUISINE  
ENTIRELY UNDER EUROPEAN  
SUPERVISION, Sanitary Arrangements of  
the latest, HOTEL LAUNCH MEETS ALL  
STEAMERS. Monthly Rates for Tea and  
Dinner. Special Rates for married families or  
application to  
FREDERICK REICHMANN,  
Proprietor  
(late Manager of J. H. Lyons (Trocadero-  
leading Caterers in London, and  
GRAND ORIENTAL HOTEL, Colombo).  
TELEPHONE No. 197.  
TELEGRAPHIC ADDRESS "COMFORT,"  
Hongkong.  
Hongkong, 1st September, 1910. [543]

"BRAESIDE."  
PRIVATE HOTEL.  
STANDING in its own grounds with Tennis  
and Croquet Lawns, Large Airy and  
Well Furnished Rooms, every home comfort  
Fine View of the Harbour.  
Telephone No. 690.  
Apply to Mrs. F. W. YATTS,  
"Braeside," 20, Macdonnell Road,  
Hongkong, 4th December, 1907. [532]

VICTORIA HOTEL  
SHAMEN—CANTON.  
MANAGER—MR. H. HAYNES.  
Telegraphic address—"VICTORIA, SHAMEN."  
SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL  
MACAO  
Telegraphic address—"FARMER, MACAO."  
SITUATED IN THE CENTRE OF PRAYA GRANDE.  
Both Hotels electrically lighted, and under  
experienced European Supervision.  
GUIDES AND CHAIRS PROVIDED.  
Every information and special attention given  
to Tourists.  
REASONABLE RATES.  
WM. FARMER  
Proprietor.  
[5084]

BIJOU SCENIC  
THEATRE.  
FLOWER STREET.  
9.15 P.M. Every Evening 9.15 P.M.  
CINEMATOGRAPH VAUDEVILLE.  
MISS VERA FERRACE,  
MISS VERA FERRACE,  
and  
THE LATEST MOVING PICTURES.  
7.15 P.M. Pictures only 7.15 P.M.  
Electric Fans Throughout Theatre.  
Lessee and Manager: R. H. STEPHENSON  
Hongkong, 8th September, 1911. [1092]

## INTIMATION

**A. S. WATSON  
& CO., LTD.,**

ESTABLISHED 1841.

WINE &amp; SPIRIT MERCHANTS.

## PORT.

The following Wines are of Very Fine  
Vintage, Matured, and in excellent condition.

	Per Dox.	Per Bot.
Red CAPSULE	13.40	1.15
B Red Seal CAPSULE	19.80	1.65
C SUPERIOR LIGHT INVALID. GREEN SEAL CAPSULE	22.80	1.90
D Violet Seal CAPSULE	29.80	2.50
E VERY FINE OLD TAWNY. WHITE SEAL CAPSULE	38.80	3.40
CORDON. FINE OLD IMPERIAL	44.00	3.80

**A. S. WATSON & CO.,  
LIMITED,**

ALEXANDRA BUILDINGS.

**NOTICE TO CORRESPONDENTS.**  
ONLY communications relating to the  
news column should be addressed to THE  
EDITORS.

Correspondents must forward their names  
and addresses with communications ad-  
dressed to the Editor, not for publication  
but as evidence of good faith.  
All letters for publication should be  
written on one side of paper only.  
No anonymously signed communications  
that have already appeared in other papers  
will be inserted.

Orders for extra copies of DAILY PRESS  
should be sent before 11 a.m. on day of  
publication. After that hour the supply  
is limited. Only supply for Cash.  
Telegraphic Address: PRESSES  
Colonial A.B.C. 5th Ed. London  
P. O. Box, 34. Telephone No. 12.

**BIRTH.**  
On the 16th September at 3, Mountain View,  
Peak, to Mr. and Mrs. ELLIS, a daughter.

HONGKONG OFFICE: 10A, DES VEXES ROAD, C.  
LONDON OFFICE: 131, FLEET STREET, EC.

**The Daily Press.**

HONGKONG, SEPTEMBER 18TH, 1911.

The New Japanese Ministry has been received with a good deal of approbation, although for the most part it is a reproduction of the former Saito Ministry which came into power immediately after the close of the Russo-Japanese War. There are, however, three new figures, the appointment of one of which has excited much public attention. This is Mr. YAMAMOTO TATSUJI, who occupies the responsible post of Minister of Finance. Mr. YAMAMOTO, although he has had a large experience of financial affairs, has never held any Government position, and as it is mainly on financial questions that the new Cabinet will swim or sink the appointment may be regarded as somewhat of an experiment. The new Minister of Finance, who is 55 years of age, has had a good business training. He has occupied responsible positions in such large corporations as the Mitsu Bishi and the Nippon Yusen Kaisha, and later was connected with the Bank of Japan, attaining the post of Vice-Governor of the Bank, which he resigned in 1903. He has also been a Director of the Specie Bank, and at the time of his appointment as Minister of Finance he held the position of Governor of the Hypothec Bank. It will thus be seen that he has a good experience of finance and is in a position to accurately gauge the financial position of the country. Naturally, under these circumstances his

appointment is a popular one with business men. At the same time it is recognised that Mr. YAMAMOTO has a very difficult task before him, not only in continuing the adjustment of Japan's finances as undertaken by the late Ministry, but in preserving his position against numerous political enemies. He has never been a party man, and, indeed, seems never to have taken any part in politics, so that the attitude towards him of the party that now commands the majority in the Diet—the Seiyu-kai—is an unknown quantity. It is recalled that his resignation of the post of Vice-Governor of the Bank of Japan was owing to a disagreement with Viscount SONE, who is a powerful figure in the Seiyu-kai. However, Mr. YAMAMOTO has the business men of the country at his back, and as the downfall of the last Saito Ministry was due to its failure to placate this powerful section, it seems probable that should the new Cabinet fail it will not be through the fault of the Minister of Finance. The other new appointments are Baron ISHIMOTO, as Minister of War, and Mr. HASEGAWA, as Minister of Education. In regard to the former, Baron ISHIMOTO, although he enters the Cabinet for the first time, was Vice-Minister of War in 1903, and therefore has some experience of the duties. He has travelled largely in Europe and is popular with the army. His appointment, which hardly came as a surprise, is significant in one particular, and that is, that it separates the Ministry of War from the Governorship of Korea. Count TERASHIMA, who has so long held the two positions, has consented to retain the latter, so that Japan's Policy in Korea will suffer no change. Mr. HASEGAWA, who has accepted the portfolio of the Education Department, is an old politician, having sat continuously in the Diet since it was constituted and being at the present moment President of the House. His Parliamentary experience is therefore great, but whether it will be of any use to him in performing the delicate duties of the Education Department remains to be seen.

It may be noted that he fought under SATO in the rebellion which followed the Restoration and suffered imprisonment. The appointment of Baron UCHIDA, the present Ambassador to the United States, as Minister for Foreign Affairs, came somewhat as a surprise, as it was fully expected that the position would fall to Count HAYASHI, the former popular Ambassador to the Court of St. James. Count HAYASHI, however, appears to have preferred the post of Minister of Communications, in which he is expected to do well. Mr. MATSUDA, the new Minister of Justice, was the rather unsuccessful Minister of Finance in the last Saito Cabinet. The only Minister of the Katsura Cabinet who remains in office is Baron SATO, who has control of the Navy Department. Another interesting feature of the new Cabinet is the appointment of Mr. HARA to be Minister of Home Affairs and also to be President of the Railway Bureau, which has the management of the State Railways. The Railway Bureau, which was formerly attached to the Department of Communications, thus comes under the control of the Home Department, and, moreover, under the jurisdiction of a Minister who, when the nationalisation of the railways was first proposed, resigned his post in the Ministry of the time as a protest against what he considered a wrong policy. To the outsider Japanese politics form a difficult study, owing to the survival from feudal times of bonds of clanship, the existence of which is not now manifest. It is thus possible to find statesmen whose differences of opinion are apparently much the same as the differences between tweedledum and tweedledee arranged in opposite camps, while extremely diversified spirits are seen to cling together in an astonishingly unexplainable way. The mystery is only to be explained by an inquiry as to antecedents and the great evil of clan Government that the late Prince Iro established the great National party, the Seiyu-kai, and although it did not succeed, there are now signs that he did not labour in vain. It is recorded as a matter of note that the new Cabinet is drawn from no less than seven prefectures, or, in other words, from seven clans. Compared with the Cabinets in the past that were drawn from two or three clans only, this may be considered a distinct advance. It is hoped that the days of clan Government in Japan have finally departed.

The Chinese section of the Canton-Kowloon railway will be opened on Monday, October 2nd. Chinese officials are making arrangements in connection with the opening ceremony.

The Indian watchman who is alleged to have killed a coolie on the Li Koo wharf last week was placed before Mr. Wood at the Magistrate's court on Saturday on a charge of manslaughter and remanded.

His Honour Mr. H. J. Gomperts, Puisne Judge, has been appointed to act as Chief Justice during the absence on leave of his Honour the Chief Justice, Sir Francis Pigott.

Mr. Wang Kwong-Sin, second interpreter of the Supreme Court, passed his examination in the Hakka dialect on the 8th inst. This is the third dialect he has mastered during the past three years.

Mr. So-King Ki, Police interpreter, has been appointed to act as third interpreter of the Supreme Court during the absence of Mr. A. J. Mackie, the third interpreter, who proceeds on nine months' leave on the 20th inst.

The body of a Chinese, about 37 years of age, which was found lying in Des Vaux Road on Friday, was removed to the mortuary. Another dead coolie was removed from Queen's Road East to the mortuary.

Harvest thanksgiving services took place at St. John's Cathedral and St. Andrew's Church, Kowloon. There were large congregations at both places of worship. His lordship the Bishop of Victoria preached at St. Andrew's in the morning from the words "Whatsoever a man sows that shall he also reap."

Yesterday, after a lengthy interval, the typhoon signals were hoisted. Those at Kowloon were exhibited at Signal Hill instead of from the Water Police Station as before. A warning yesterday received from Manila reported that the typhoon was near or over Balaibang Channel moving W.N.W. To-day is the anniversary of the disastrous typhoon of 1906.

Messrs. Butterfield & Swire's house flag was at half-mast on the firm's ships in the yesterday owing to the death of Mr. S. G. Kennedy, one of the assistants in the office of the firm. Mr. Kennedy, who was transferred from Shanghai last Spring, had not enjoyed good health in Hongkong. About a month ago he went into the Peak Hospital suffering from pleurisy. He had practically recovered from this, but on Saturday his condition took an alarming turn, and he rapidly sank and died of heart failure. Mr. Kennedy was under thirty years of age, and his funeral at Happy Valley yesterday was marked by many manifestations of deep sympathy by his office colleagues and other friends.

His Honour Mr. H. J. Gomperts, Puisne Judge, has been appointed to act as Chief Justice during the absence on leave of his Honour the Chief Justice, Sir Francis Pigott.

Mr. Wang Kwong-Sin, second interpreter of the Supreme Court, passed his examination in the Hakka dialect on the 8th inst. This is the third dialect he has mastered during the past three years.

Mr. So-King Ki, Police interpreter, has been appointed to act as third interpreter of the Supreme Court during the absence of Mr. A. J. Mackie, the third interpreter, who proceeds on nine months' leave on the 20th inst.

The body of a Chinese, about 37 years of age, which was found lying in Des Vaux Road on Friday, was removed to the mortuary. Another dead coolie was removed from Queen's Road East to the mortuary.

Harvest thanksgiving services took place at St. John's Cathedral and St. Andrew's Church, Kowloon. There were large congregations at both places of worship. His lordship the Bishop of Victoria preached at St. Andrew's in the morning from the words "Whatsoever a man sows that shall he also reap."

Yesterday, after a lengthy interval, the typhoon signals were hoisted. Those at Kowloon were exhibited at Signal Hill instead of from the Water Police Station as before. A warning yesterday received from Manila reported that the typhoon was near or over Balaibang Channel moving W.N.W. To-day is the anniversary of the disastrous typhoon of 1906.

Messrs. Butterfield & Swire's house flag was at half-mast on the firm's ships in the yesterday owing to the death of Mr. S. G. Kennedy, one of the assistants in the office of the firm. Mr. Kennedy, who was transferred from Shanghai last Spring, had not enjoyed good health in Hongkong. About a month ago he went into the Peak Hospital suffering from pleurisy. He had practically recovered from this, but on Saturday his condition took an alarming turn, and he rapidly sank and died of heart failure. Mr. Kennedy was under thirty years of age, and his funeral at Happy Valley yesterday was marked by many manifestations of deep sympathy by his office colleagues and other friends.

The report of the Tungking Medical Mission Hospital and Policlinic near Canton states that during the year 736 patients (526 men, 210 women) were treated in the hospital, and 4,936 patients (2,891 men, 2,045 women) in the policlinic. There were 140 dispensary days with 11,714 consultations, an average of 84 patients each day. There was an average of 37 patients in the hospital each day, each patient being about 18 days under treatment. 1,251 operations were performed, 125 being under chloroform. Dr. Eish was in full charge of the hospital and dispensary. A lady doctor helped as in former years both in hospital and dispensary. There is a Chinese medical assistant and eight medical students, who proved to be a great help both in the hospital and dispensary. This Mission is associated with the Rhenish Mission Society.

## CHINESE VERNACULAR PRIMARY EDUCATION BOARD.

By an order made by the Governor-in-Council, and published in the current issue of the *Gazette*, a Board of Chinese Vernacular Primary Education has been constituted to promote efficient Chinese vernacular education in the Colony, and to collect funds to supplement the Government subsidy. The Hon. Mr. A. W. Brown, C.M.G., has been appointed chairman, and the Hon. Dr. Ho Kai, C.M.G., Hon. Mr. Wei Yuh, C.M.G., Messrs. Lau Chu Pak, Chan Kai Ming and Ho Fook, members of the Board.

The funds at the disposal of the Board shall be expended:—(1) In grants to such Chinese Vernacular Primary Schools (hereinafter called "Chinese Board Schools") as may come under its supervision and control; (2) In payment of one or more competent Chinese scholars with experience of teaching to act as inspectors, examiners, and supervisors of the schools; (3) In such other ways as the Board may think advisable for the object in view.

The Board shall:—(1) Keep records of its proceedings, signed by the Chairman; (2) Keep regular accounts, and submit to the Governor an annual statement of income and expenditure, and of assets and liabilities; (3) Submit to the Governor, as soon after the 1st of January in each year as may be possible, a report of its operations during the preceding year, with a list of the schools under its supervision and control, and such details regarding them as the Governor may require.

The Board shall consist of the Registrar-General and Director of Education (ex officio), and of five or more Chinese gentlemen to be nominated by the Governor. Every member so nominated shall hold office for three years, but may be re-nominated. All questions shall be decided by a majority of votes, the Chairman having a casting vote in case of an equality. The Chairman will be nominated by the Governor. Any member who may be reported to the Governor by the Board as having, without good cause, been absent from three consecutive meetings, may be declared by the Governor to have ceased to be a member. Three private and one official members shall form a quorum for any purpose.

Such sum of money as the Governor with the consent of the Legislative Council may annually assign from the revenues of the Colony shall be placed at the disposal of the Board for the purposes set forth in Rules 1 and 2. This subsidy may be increased in any year if the income raised from other sources has considerably increased, but if the Governor be not satisfied that the grant for the previous year was wisely expended it may be reduced.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE SITUATION IN SZECHUAN.

PEKING, September 17th.  
Telegrams from Chungking state that the Viceroy has disbanded the unreliable troops at Chungking, Tzechow and Suiling, and that all is quiet.

The elders of Neusikeo, a large village near Chengtu, have reported to head-quarters that the rioters have burnt a number of houses, and that disturbances have broken out at Fuchow.

Two hundred troops are proceeding there. The Luchow Tootai states that the gates of Chengtu gates are opened twice daily to admit water and food.

A Wan-hsien telegram reports that there have been no disturbances, and that the officials have suppressed railway protest meetings.

A message from Wuchang announces that the first batch of troops left there on Friday, and that the third and last batch is expected to reach Ichang before the 24th instant.

[FROM THE "CHUNG NGOI SAN PAO"]

## CHENG TU CAPTURED BY RIOTERS.

PEKING, September 17th.  
The city of Chengtu has been captured by the rioters.

The Yamen of the Viceroy was burnt to the ground, and the Viceroy made his escape to Tzechow.

The Tartar-General, the Assistant-Tartar-General, the General, the Provincial Treasurer, as well as the Commissioner of the Commercial-Bureau, were killed.

The people of Kanchow seized all the telegrams and dispatches of the Government.

Heavy fighting occurred in Chu-Chow and Kiating.

Chungking is strictly guarded by the loyal soldiers.

There was no trace of the Commissioner of Education or of the Commissioner of Foreign Affairs.

In many districts the standard of rebellion has been raised.

[THROUGH REUTER'S AGENCY.]

## A RESULT OF THE SHIPPING STRIKE.

PEKING, September 16th.  
As a result of the recent shipping strike, the Atlantic Steamship Companies have raised freight rates by 10 per centum from the end of September, and other increases are contemplated.

## POSTAL EMPLOYEES' GRIEVANCES.

LONDON, September 16th.  
At a meeting held at Glasgow a campaign was inaugurated by the Postal employees of the United Kingdom to redress their grievances and to obtain increased pay.

Telegrams sent from many towns were read, declaring that the conditions of the service are intolerable. It was resolved to urge the appointment of a Select Committee of the House of Commons to inquire into the grievances.

## THE RAILWAY COMMISSION.

LONDON, September 16th.  
The Railway Commission is now hearing the representatives of the Companies. Their evidence largely deals with objections to the recognition of the Unions, which it is alleged would undermine discipline, thus endangering the public. It would not prevent strikes, as the leaders would not be able to control the men, who would probably not infrequently repudiate an agreement concluded with them.

Many railways and Unions are not represented.

The majority of the measures which the Unions are now taking to increase their membership are described as an abrogation of the liberty of the subject.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## FRANCE AND GERMANY.

LONDON, September 16th.  
The newspapers write in a more hopeful tone with regard to the outcome of the negotiations concerning Morocco.

It is stated that the Bunsell Cabinet had decided to call out three classes of Reservists when a telegram was received from Berlin announcing that a Franco-German settlement was in sight.

LATER.  
Reuter's correspondent at Berlin has been assured in official circles that the French reply is thoroughly satisfactory, and that an agreement has already been reached on a majority of the points which were hitherto still at issue.

Germany will send her rejoinder with the utmost despatch.

## FRENCH DEFENCES A REAL POWER.

LONDON, September 16th.  
The French fleet has assembled at Port Vendres to close the manoeuvres with a great review to-day.

M. Delcasse, speaking at a banquet yesterday evening, said the country was now aware that it possessed in its Army and Navy a real power, trained and confident.

## GREAT BRITAIN AND GERMANY.

LONDON, September 17th.  
A semi-official communique has been published at Berlin, stating that in reply to an inquiry the British Government has assured the German Government that Sir F. L. Cartwright, H.B.M.'s Ambassador at Vienna, did not make the statements attributed to him in the *Neue Freie Presse* of the 28th ultimo.

LATER.  
The Premier's assistant rushed to a side exit, but was seized by officers.

The Premier was hit below the left nipple with the first shot, while the second hit him on the hand and glanced off, wounding the musical conductor in the foot.

## SUCCESSION APPOINTED.

LATER.  
M. Stolypin's condition is satisfactory. No complications are feared. M. Kokovtsov has been appointed interim Premier.

## BIG BANK ROBBERY.

LONDON, September 16th.  
The New Westminster Branch of the Bank of Montreal has been robbed of £34,000.

The Bank's vaults were blasted open with nitro-glycerine, and the robbers escaped in a launch.

## THE CANADIAN ELECTIONS.

LONDON, September 16th.  
Nominations closed for the Canadian elections yesterday. There are contests everywhere, except in one instance, where the sitting member, an anti-reciprocity Liberal, is unopposed. Though the reciprocity question is the issue throughout the English-speaking Provinces, it is believed that the result will largely depend on whether the French Canadians' dislike of the Canadian Navy will overcome their reverence for Sir Wilfrid Laurier, indications of which are daily becoming stronger.

## THE JOHNSON-WELLS FIGHT.

LONDON, September 16th.  
The licences of the Earl's Court Exhibition, who were informed by the Chairman of the London County Council that if they allow the fight to take place there they will seriously imperil their licence, have replied that they are unable to alter the arrangements. They point out that similar contests at the Olympia and elsewhere have not affected the licences.

## AVIATOR'S LAST FLIGHT.

LONDON, September 17th.  
The aviator Nieuport, while participating in aeroplane manoeuvres, fell and was killed. He received the Legion of Honour on his death-bed.

## OBITUARY.

LONDON, September 17th.  
Mr. G. H. Verrall, a former member of the House of Commons and a prominent member of the Jockey Club, is dead.

## LORD KITCHENER BOUND FOR EGYPT.

LONDON, September 17th.  
Lord Kitchener has left for Egypt. He was accorded an enthusiastic send-off from the station, where large crowds assembled. A guard of honour consisting of Boy Scouts was drawn up.

## THE ATTEMPTED ASSASSINATION OF RUSSIA'S PREMIER.

LONDON, September 16th.  
After being taken to hospital, M. Stolypin sent a message to the Tsar saying he was ready to die for His Majesty.

The ball from the revolver entered M. Stolypin's body, beneath the sixth left rib and embedded itself below the twelfth, near the spine.

M. Stolypin spent a restless night, but some improvement was reported later, and he was able to sleep for four hours.

LATER.  
Telegrams from Kieff give details of the affair. It appears that during an interlude between the acts of the play, M. Stolypin was leaning over the ledge of a front seat when a well-dressed young man approached and fired twice at him from a distance of two paces.

M. Stolypin at once put his hand to his chest and fell back into his seat.

The wounded Premier was then carried out amid shouts of indignation from the audience, amid which the Tsar advanced to the front of his own box.

The artist then joined in singing the National Anthem, kneeling on the stage, the public joining in most heartily and giving His Majesty an ovation until he left, accompanied by his daughters.

The Premier's assistant rushed to a side exit, but was seized by officers.

The Premier was hit below the left nipple with the first shot, while the second hit him on the hand and glanced off, wounding the musical conductor in the foot.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE ATTEMPTED ASSASSINATION OF RUSSIA'S PREMIER.

LONDON, September 16th.  
After being taken to hospital, M. Stolypin sent a message to the Tsar saying he was ready to die for His Majesty.

The ball from the revolver entered M. Stolypin's body, beneath the sixth left rib and embedded itself below the twelfth, near the spine.

M. Stolypin spent a restless night, but some improvement was reported later, and he was able to sleep for four hours.

LATER.  
Telegrams from Kieff give details of the affair. It appears that during an interlude between the acts of the play, M. Stolypin was leaning over the ledge of a front seat when a well-dressed young man approached and fired twice at him from a distance of two paces.

M. Stolypin at once put his hand to his chest and fell back into his seat.

The wounded Premier was then carried out amid shouts of indignation from the audience, amid which the Tsar advanced to the front of his own box.

The artist then joined in singing the National Anthem, kneeling on the stage, the public joining in most heartily and giving His Majesty an ovation until he left, accompanied by his daughters.

The Premier's assistant rushed to a side exit, but was seized by officers.

The Premier was hit below the left nipple with the first shot, while the second hit him on the hand and glanced off, wounding the musical conductor in the foot.

## SUCCESSION APPOINTED.

LATER.  
M. Stolypin's condition is satisfactory. No complications are feared. M. Kokovtsov has been appointed interim Premier.

## BEGROFF WILL BE TRIED BY COURT-MARTIAL ON THE 20TH INST.

LONDON, September 17th.  
Begroff, the Jew, it is now established, was agent at Kieff for the political police, whose confidence he had gained. He was really a Terrorist, and was actually entrusted with the guarding of the Premier. He declared under examination that he intended to make an attempt on the life of a more exalted personage, but was deterred by fear of a pogrom.

## CHOLERA AT MECCA.

LONDON, September 16th.  
Reuter's correspondent at Constantinople stated that cholera has broken out at Mecca and Medina. The outlook is most serious in view of the approaching pilgrimage.

## THE WRECKED "FIFESHIRE."

LONDON, September 17th.  
From the story of the third officer of the *Fifeshire*, who has arrived at Plymouth, it is practically certain that her missing boat is lost.

## A NEW KNIGHT.

LONDON, September 17th.  
The King at Balmoral knighted Mr. Askwith, K.C., of the Board of Trade, and invested him with the Commandership of the Bath.

## MOTOR FATALITY.

LONDON, September 17th.  
At Syracuse, New York a Knox car driven by Lee Oldfield during a fifty mile motor race at the State Fair crashed through a fence and ploughed into the crowd, killing six and wounding 14. Oldfield was uninjured.

## EXPLODER'S DEATH.

LONDON, September 17th.  
Mr. Edward Whynper, F.R.S.E., the well known explorer, has died at Chamounix.

## THE HOME RULE CAMPAIGN.

LONDON, September 16th.  
Members of the Eighty Club are touring Ireland in connection with the Liberal Home Rule campaign.

Mr. Redmond gave a reception to the visitors last night. He said they would find Ireland transformed. It was no longer a distressed country: its people were alert, self-reliant and confident of the future.

## RANDOM REFLECTIONS.

We have reached the dog days again. Little of moment has taken place in the Colony during the last week, and local events have received small space in the newspapers.

Without doubt there are few places in the world where so many different new year celebrations take place as in Hongkong. The Festivals have commenced already, and the closing of their places of business on Wednesday reminded people of the Zoroastrian New Year. The Jewish and Mohammedan festivals follow next month, then comes our own, and finally the Chinese New Year. Probably there are one or two more, but these are sufficient to show how widespread are the beliefs and ideas of the many races and nationalities and religions which flourish in our midst.

The present generation has doubtless become reconciled to the croakers who describe it as degenerate. It has been told that it is physically unfit, that it is not so strong and robust as its predecessors, but I doubt if it is prepared for the shock that it is also becoming ugly. Teeth specialists have come to the conclusion that owing to the fact that our teeth are not equal to the duty performed for past generations the result is a change in the formation of the jaws which destroys any vestige of beauty the race may have possessed. That is not the exact phraseology of the pundits, but it illustrates their meaning. However, there is comfort in the reflection that ugliness is only a question of comparison, and where all are ugly some may appear to be beautiful.

The Press has made us acquainted with the scarcity of rice which is pressing so hardly on the Chinese population. The native population of Hongkong is not much better off than their compatriots on the mainland, and there is already a considerable outcry about the enhanced price of the staple food. Many who live on the verge of starvation have been rendered completely destitute, and the need for timely assistance is very great. The Chinese charitable organizations will doubtless help as many as they can, but the present seems an opportune moment for calling upon some of those funds which are lying idle waiting for the occasion to arise to demand their disbursement.

The remedy suggested by certain Chinese in Hongkong who discussed the question that the Government should be asked to temporarily prohibit the exportation of rice from the Colony is one that cannot be entertained for a moment. It is one of the favourite schemes of provincial people in China, but it cannot be applied in Hongkong, which, after all, is only a market place where rice is brought to be bought and sold. The Government reply to the suggestion has not been made public so far as I am aware, but it requires little prescience to anticipate its nature.

It was learned with regret by those interested in aquatic sport in Hongkong that a team from Shanghai was not to compete here this year for interport honours. The first two meetings, here and Shanghai, were so successful that it was hoped by many that interport swimming would become an annual event. Let us hope it may, and that the failure this year to pull off an interport match here will be followed by many successful annual meetings.

Another reason for regret is the fact that Shanghai hoped to raise a very strong team for the proposed visit, so that they arrived we should have witnessed some exceptionally good swimming. Their team would probably have included Mr. D. E. M. Drummond, a swimmer who has established in Shanghai the reputation which he made in Yokohama, by defeating Mr. R. W. MacCabe in a 98 yards race, which he completed in 66 seconds, a record for Shanghai. According to the Press reports of the race the winner was not "extended." It would have been interesting to watch Drummond and Logan competing for interport honours.

"As the old cock crows so the young one learns." The workers in Great Britain have been dislocating the trade of the country by going on strike, and no sooner are their grievances remedied and normal conditions restored than we learn that the strike habit has been acquired by the youth of the country. School children have gone on strike demanding a week, by half holiday and less caning. Check is sometimes admired and sometimes it isn't. This is an occasion where it cannot be admired. It is to be hoped that the youngsters will learn to appreciate a firm guiding hand, one, too, that will not spare the rod and spoil the child.

It must have been a shock to not a few readers to learn that two sharks had been caught at Tai-po. I have heard that small specimens have been seen out there for some time, but little or no importance was attached to the report. Now that Tai-po is being boomed for bathing facilities it will be as well to know whether they constitute any real danger. Probably the sharks that have been caught have been holed fairly well out to sea, but all the same it is well that bathers should know the risk they run by entering the water there.

I have always understood that story about a thief entering the Court-room while the Judge was sitting, and removing the clock "for repairs" had its origin in Hongkong, but I see in the Strand Magazine that this distinguished piece of audacity is claimed by Dublin. The writer in the magazine, however, mentions that the incident is said to have happened in Hongkong and also in an American town. Perhaps great minds among thieves, as among philosophers, think alike sometimes, but I fancy if the stories were thoroughly investigated, it would be found that if this trick was really played in Dublin or the American town, the perpetrators were indebted for the idea to the "leather Chinese" of Hongkong, for the Chinese thief has long had a penchant for clocks.

RODERICK RANDOM.

## CANTON.

(FROM OUR OWN CORRESPONDENT.)

Canton, September 15th.

## RAILWAY TROUBLE.

H. E. the Viceroy by no means agrees with the proposal of the government to redeem the Canton-Hankow Railway by paying only 60 per cent in ready money and leaving the rest to be paid later. He has expressed a strong opinion that the Government should pay the full value of the shares at once. In a recent memorial to Peking on this question his Excellency asked to be removed from his post if his views were thought unwarrantable. In the meantime there appears to be not the slightest unrest in this province regarding railway matters and no movement in sympathy with that in Szechuan has taken place.

## MONEY TROUBLES.

Money is still very tight here and many of the merchants and bankers are being hard put to it to keep their businesses running. A number of the most influential traders have come forward to ask the Viceroy to raise a loan of \$3,000,000 to ease the pressure in local commercial circles. The Viceroy has given his consent to the scheme, and the matter is to be put into the hands of the Taotai of Industries for arrangement. A meeting relative to this matter was held yesterday in the chamber of commerce.

## GAMBLING.

The Viceroy had been informed that a military officer of the Chin Chow Prefecture has opened a gambling house for the purpose of inducing females to gamble. Investigation proved that it was not the man himself but his father who had opened the house. The Viceroy is of opinion that as the officer's family has been disgraced by this action he ought to be removed from the army, and he has petitioned the Army Board at Peking to this effect.

## A QUESTION OF NATIONALIZATION.

Some days ago I reported that a man named Tam had refused to plead in the Chinese court here, giving as his reason that he was a British subject and therefore amenable only to British law. The Diplomatic Commissioner to some extent supported the man's claim and the matter has now become so complicated that the Viceroy has had to refer the whole matter to Peking and ask for instructions. In the meanwhile the man remains in custody.

## NO SALARY.

There has been a great do-do in the office of the Hung Chai Wine Monopoly office, and investigation has proved that the foks attached to this firm have received no salary for several months, and so a "public" meeting was held to protest against the bad methods of the company. One of the monopolists appeared on the scene and said that the public had no right to interfere with the conduct of the company. This made the audience very excited, and the man was badly hustled and ultimately taken to the police station. It is said that over \$5,000 is owing to the foks. An arrangement has now been made whereby they are to receive full pay for the 2nd, 3rd and 4th months and half pay for the 5th 6th and intercalary moon.

## EXECUTION.

Yesterday three notorious criminals were taken from Nam Hoi Gao to the Execution Ground and there beheaded. As these men had been extradited from Hongkong, the British Consul was notified of the execution.

## A STRANGETH.

A widow living in Hoi-nam had a son who was a worthless young rascal, so she named him of unbridled conduct, and at her request the youth was sent to gool by the Magistrate. Some time ago his term expired, but his mother sent in a petition to have it extended, which was done. He is due to come out in a few days, and now his mother has petitioned again to have the period of his incarceration still further extended.

## WEDDING.

A Croydon paper publishes the following account of the marriage of Mr. W. W. Weston, architect, who left Hongkong in the Spring on a visit to England.

At All Saints' Church, Kenley, the wedding of Miss Mary Ascroft, youngest daughter of the late Robert Ascroft, of Sedgley Hall, Lancashire, and of Mrs. Ascroft, of "Morven," Kenley, with Wray Wilkins Weston, eldest son of the late George Weston, of Thames Ditton, was solemnized. There was a large congregation and the Vicar of Whyteleafe officiated. The altar was decorated with vases of lilies, and the chancel with groups of lilies, marguerites, palms, etc. The bride was attired in a very rich, champagne, trimmed with needle-run lace and crystal embroidery. She also wore a chaplet of white leather and a full veil, and carried a bouquet of carnations and henners. The bridesmaids, the Misses Doris and Nancie Ascroft, cousins of the bride, were dressed in embroidered muslins and leghorn hats lined with pale blue and trimmed with La France roses. They carried bouquets and bouquets of pink carnations, the gifts of the bride and bridesmaids. The bride's mother's costume was of mauve satin, veiled grey chiffon, with silver embroidery, and she wore a lace toque with black feathers. The bridegroom's mother was attired in black satin, relieved with white. The service was partly choral, Mr. Douglas Clark (a friend) presiding at the organ. The bride was given away by her brother, Mr. Gordon Ascroft, and Mr. Frank Weston, brother of the bridegroom, acted as best man.

After the wedding, a reception was held at "Morven," Kenley. There were about 100 guests, and the Pitman's Blue Viennese Band contributed to the entertainment.

Mr. and Mrs. Weston are now at Calgary, Canada.

## KING MANUEL'S INDEBTEDNESS.

The Lisbon Government now claim to have ascertained the total indebtedness of the Royal Family. King Manuel is said to be responsible for over \$2,000,000, and the Government will therefore withdraw the monthly remittance of £666, as his property is only valued at £1,000,000. The King of Italy is said to have been asked if he would be willing to pay Queen Maria Pia's part of the indebtedness amounting to \$500,000, but his Majesty apparently replied in the negative.

## A WEEK'S JOURNEY DOWN THE UPPER YANGTZE.

FROM CHENG TU TO CHUNGKING.

Perhaps at no time does one appreciate so much the benefits of civilized European life as one does when travelling in Western China. Whatever facilities in the way of railways and steamboats are to be found at the coast, means of communication in the West are in the same state that they were two or three hundred years ago, and anyone making a journey must do so, either by chair or horseback. Railways, of course, are talked of, and the unhappy Ch'uan-Han Railway Company, whose object it is to construct a line from Ichang to Chengtu, has now been forced before the public attention and in consequence of the railway riots at the latter city. It will, however, be many a day before it will be possible to travel by train in Szechuan.

The river is the main highway, and anyone having to travel usually prefers, if possible, to adopt that route, rather than endure the discomforts and unpleasantnesses of Chinese inns. Going up-stream, one is towed by a small army of "trucks"; on a down-river journey, the crew swing their oars perfunctorily in order to keep storage way on the boat, but the real motive power is the current. A journey made last year from Chengtu, the capital of Szechuan, to Chungking, a considerable Treaty Port, will illustrate the difficulties and pleasures of this mode of transit.

The first difficulty is met with before one starts: a boat must be hired. A coolie is sent down to the principal wharf, and he returns with the cheerful news that there was a beautiful boat, new, clean, not too large, and perfectly adapted in every respect, but it left yesterday. Now, there are no houseboats remaining, but only *tan-pans* (open boats with a bamboo-matting shed amidships). You then tell him that yesterday you saw "several tens" of houseboats at the wharf (the last time you were there was a month ago), and that you want one of those. The coolie goes again, and in due course returns, saying, "Yes, there are plenty of junks there, but some are unloading cargo, some taking on supplies, some undergoing repairs," and so on. The outcome of it all is that there is only one junk willing to go down to Chungking (the suspicious European says that there was one junkmaster who used palm-oil more liberally than did the rest), and the lowest price for which it can be engaged is Taels 150, or, say, £19. You have the junkmaster brought round, and tell him that the proper price for a junk to Chungking is \$70 (Mexican), but in consideration of the poverty of his aged mother you will give him \$100 (£9). Then starts the long bargaining process, inevitable in China. Each side yields a little, and each side, by constantly changing the basis of bargaining from taels to dollars and from dollars to cash, hopes to gain slightly better terms than the other intends to agree to. Each side in turn gives up the business in feigned disgust, but finally you get your boat for about £11, two-thirds of which has to be paid down before a start is made.

It is not necessary to spend so much money and take a houseboat, but everyone who values his comfort would, if possible, do so. A *tan-pan* could be hired for a quarter of the sum, but the accommodation it offers is scarcely such as one would choose to be confined to for a week. The ordinary houseboat consists, for half its length, of an open deck, on which the crew ply their oars by day and sleep by night. The after part of the boat is mostly covered with superstructure. First come the passengers' apartments, consisting of three cabins, each being about 8 feet square and 7 feet high. Then comes the waist of the boat, where the passengers' cooking galley is usually installed, and where the steersman stands. On the elevated stern is another little room, occupied by the master, or *laopan*, and a figure of the appropriate protecting deity. The floor of the cabins is in movable squares, and below it is the hold, divided into sections so that, even if one is leaking, the others remain watertight. Even though the accommodation is limited, one can be quite comfortable. Each cabin has sliding glass windows and also wooden shutters; the windows are usually decorated with specimens of Chinese art. The *laopan* provides chairs and tables, but these are built according to Chinese standards of comfort, so the experienced voyager prefers to use his own.

The start from Chengtu is made to the accompaniment of a discharge of crackers—a feature inseparable from any special event. Travellers usually choose to make their start in the evening, and just drop below the shipping on the first day. By so doing, they make sure that the crew are all on board, and that there will be nothing to prevent their making the real start at daybreak on the following morning. It also enables them to send their servants back for any article that has been forgotten. Accordingly, half an hour from the start finds the traveller tied up (no boats anchor on the upper river) at the Thunder-god Temple—a favorite summer resort for the youth and beauty of Chengtu. No sooner is the boat tied up than the crew proceed to make themselves comfortable for the night by erecting a matched over the open deck. The bamboo mats and poles for these are carried by day on the roof of the cabins, and the mats are extremely useful in rainy weather, for the cabin roofs are, as a rule, not very water-tight. No sooner is their shelter put up than the crew hurriedly shovel down their allowance of rice, and then, wasting no time on vain ablutions or on changes of raiment, coil themselves up on the deck and sleep. So closely are they packed that it is difficult to walk across the deck at night without disturbing some of them.

In the morning, at daybreak, the passenger is awakened by an unearthly noise over his head—the sailors have taken down their matched and

are packing away the mats and poles on the cabin roof. If he goes out on the deck now, he will find that to speak of the Chinese as an unwashed race is a slander; the crew are all performing their toilets in buckets of water dipped from the river, and this in the open air in December. Does the average navy do more than this? Then the chief—who seems to be always the most amusing character on the boat, and a sort of licensed jester—starts the day's cooking. In the middle of the forenoon is an undocked portion, in which is set up a stove of hardened clay, and on this stands all day a round iron pan, about a yard in diameter, in which the whole of the culinary operations for the crew are performed. If rice is not being steamed, water is being boiled, or vegetables prepared, or, in very festive seasons, pork or chicken is being stewed. The crew, it may be mentioned, are fed at the *laopan's* expense. It supplies them with three plain meals a day, but "trimmings" they have to provide themselves. They usually stipulate, too, in their agreement for the voyage, that at some fixed point the master shall give them each half a cent (about 10 ex.) of pork.

For the first few miles from the start, one is passing through the suburbs of Chengtu. The Chinese regard the almost continuous succession of houses as a series of villages, each of which has its own name, but practically they are merely the extramural outskirts of the city. During this portion of the journey, too, the river is crossed by numerous bridges, substantially built of sandstone, and in good repair. In this section, and for 35 miles, the river is known as the Fu Ho (River of the Prefecture of Chengtu)—and is a tributary of the Min, which itself is a tributary of the Yangtze. The waters here are extremely shallow—not more than 4 feet deep. I thought my houseboat looked top-heavy, and suggested to the *laopan* that perhaps he had better take on some ballast, but he explained that there was so little water in the stream that it was necessary to sail light—before the day was out we proved the truth of his words, for, light as we were, drawing not more than 2 feet, we ran aground on a shingle bed. Several of the crew immediately divested themselves of their scanty raiment, jumped into the water, and, getting their backs under the boat's side, gradually worked her off. When we tied up for the night at the entrance to the Min, we took on a cargo of sugar-cane and rice, which was to serve as ballast and also to be sold by the *laopan* at Chungking for his own personal profit.

As it was the low-water season, running aground became rather too common an incident. Fortunately, running aground in this way necessarily happens in shallow water, so there is no danger, but it tends to become rather tiresome, especially as on one or two occasions it took a couple of hours to get free again. What is far more exciting, and a little dangerous, is shooting rapids. These abound on the upper river, but there are only a few that are in any way comparable with the "big ones" that are found between Ichang and Wan Hsien. The worst on the Chengtu-Chungking trip is the Ch'ia-yi-tzu. Small boats are able to avoid this altogether by taking another branch of the stream, but the more unwieldy houseboat has to face its full fury. It might come as a surprise to some to see the waves into which the stream is lashed; there is a sharp bend in the middle of the rapid, so that a cross current is formed, resulting in a reproduction of a choppy sea. As she took the rapid, the boat rolled and tossed as though in the Bay of Biscay—now she was on the crest of a wave, now diving into the trough, and occasionally the water would break right over the square bows. It is in situations such as these, calling for perfect co-operation, a ready eye, and a prompt mind, that the good qualities of the Chinese boatman assert themselves. The crew ply their sweeps with unrelenting vigour, and the pilot knows the exact moment at which it is necessary to swing the helm round in order to avoid both Seylla and Charybdis. A mass of Chinese at work usually seems unorganized and in confusion, but when a boat is going through a rapid, each man knows what to do, and does it.

Perhaps one of the most fascinating features of the river journey is the contrast between the two or three minutes of wild excitement during the passage of a rapid, and the absolute calm that may occur immediately after, when the crew are resting on their oars after their exertions, and the boat drifts slowly down some quiet reach. With the sun touching with silver every ripple of the slate-coloured water, and with the red, verdure-covered, sandstone cliffs, the whole scene becomes idyllic. For anyone whose nerves can stand the excitement of going up and down rapids, with a very occasional wreck, the Upper Yangtze would be a delightful venue for a holiday.

The distance from Chengtu to Chungking is about 440 miles, in which distance one passes 61 villages, 10 towns, and 3 cities—Chiating, Suifu, and Lu Chou. Each of these is situated at the junction of two streams, Suifu being at the point where the Min joins the main stream of the Yangtze. The Chinese, it may be noted, regard the Min as the main stream, partly on account of its navigability, and partly because of the importance it derives from its proximity to the provincial capital. The Yangtze, again, is here known as the River of Golden Sand (Chin-sha Chiang); below Chungking, it is the Ch'iao Ho (Szechuan River); further down, it is the Great, or Long, River (Chang Chiang); and only during one small section of its course to the Chinese call it Yangtze Kiang. But names of rivers are always a source of confusion in China. There can, however, be no doubt as to which really is the main stream of the two that join at Suifu. The Min is slate-coloured (sometimes emphatically called silvery), and the Chin-sha is dark and muddy; when the waters of the two meet, for

one brief second there is a line of demarcation between them, and then the Min is swallowed up and lost in the mass of the Yangtze.

Even during the course of so comparatively short a journey, there are not wanting signs of the wave of progress that is sweeping over the land. Every one of the 13 towns and cities passed has its police (of doubtful efficiency, however), and its opium refuge. But the most recent, and perhaps the most genuine, improvement, is close at hand all the time in the shape of one of the boats of the river police. This portion of the river used to be the haunt of pirates, and even now, one frequently sees, painted on a prominent rock, characters warning captains against tying up for the night except at a town or village. A few years ago, the boat of an English missionary was attacked by some of these robbers, and they were only driven off by the use of firearms and after at least one of their number had been killed. To put a stop to this, a police force was established a couple of years ago. Every ten miles or so a patrol boat is posted; on this is a crew of four soldiers armed with rifles, and these escort the traveller through their "beat," and then hand him on to the care of the next station. According to native accounts, this force has already justified its existence, and has arrested several notorious criminals; as far as my own observation went, they are a well-chosen body of men, of excellent physique, and also very handy in the navigation of their craft. Their arms also are well kept, and there seems no reason why this institution should not prove to be a success, and a real boon to the shipping community of the upper river, with its large and valuable carrying trade.

An even greater boon, however, would be steamboat communication, at least as far as Suifu. The little boat *Shutung* has now shown that it is possible, in present circumstances, to run regularly between Ichang and Chungking during nine months of the year, and the journey to Suifu would present no additional difficulties, while opening up a considerable market. But, to those who have journeyed up and down the river by houseboat, the advent of steam must be a cause of regret. Apart from the fascination of the idea that 300 years ago one would have been making the journey in just the same way, there are many positive pleasures in the picnic life one leads. Moreover, the more leisurely rate of motion gives greater facilities for enjoying the superb scenery, for learning a little of the life of the Chinese, and for making a closer acquaintance with the productions and possibilities of the country passed through. But the hurrying West has invaded the leisurely East; trams and motor cars are ousting sedan chairs; and the houseboat must, in due course, go the same way, though many may think the loss greater than the gain. Picturesqueness and romance vanish, and, instead, "progress" is recorded. So changes China.

## NOTES FROM KIA-YING-CHAU.

(FROM OUR CORRESPONDENT.)

September 11.

It rained almost incessantly the first four days of this month. The flood which resulted did no great damage here and the waters did not reach as high a level as they did two years ago.

Rev. C. E. Bousfield and family were spending the summer in the mountains—some ten miles from the city and in full view of it. The storm drove the rain through the frail structure which sheltered them, then had them, so to speak, their bedding and belongings and drove them to take shelter in a Chinese house in time to escape being caught when the building in which they had lived finally collapsed.

At Sin-pu, a market town on a stream emptying into the river some twenty miles below here, the waters of the flood came into the second storey of the highest buildings. Seven or eight persons were drowned. The high waters did great damage at T'ieh-shing-k'ou, thirty-five miles down the river from here. Forty persons are said to have been drowned and twenty or thirty shops collapsed.

Messengers leave here every day for Chau-chau-fu and nine have gone down since the last mail arrived from the Fu. We hear that the embankments just above the city gate way and the waters inundated thirteen villages, drowning thousands of persons. These rumours often correspond to the facts even though one can not substantiate them at the time.

The man who attempted to assassinate Admiral Li was indeed a Hakka and his home is only a few miles from this city. However, like the assassin of the Tartar General, he left home at an early age and while abroad came under the influences which prepared them both for the dreadful deeds they attempted.

Our new magistrate is proving himself a very capable official. He is a young man from Foochow, and came here from the district of Sun-ping. Coming into conflict with the gentry of the place he took such prompt and vigorous measures that they have given him a free hand since. He has cleared up arrears of cases, executed several criminals and put a stop to the growing lawlessness.

## STRANGE INDUSTRIES.

Writing from Tsinchow in the Kuan Province of China, a writer in the *N. Y. Daily News* says:—"In Taocow I saw some strange industries. One was the keeping of large stags as big as a fair-sized horse, reared for the sake of their horns, which are cut off every summer and sold for as much as Tls. 60 for use as medicine. The horns are soft, and the softer it is when removed the higher the price realized. The other was the raising of the Machi, a sort of large pheasant, the tail feathers of which are very valuable, as they are needed for the dress hats of mandarins. Timber is very plentiful in this district, and is sent away by raft to all parts.

## TOO MUCH MONEY.

WIFE'S GRIEVANCE.

A new version of the Ibsenite problem of "The Doll's House" is occupying the attention of the Chicago courts, where Mrs. Louis A. Bryan, wife of a well-known millionaire, appeared in the part of a modern Nora and applied for a separation from her husband.

Mrs. Bryan, who is fifty-seven years of age, does not oppose the application, though he professes undying devotion to the young wife who has deserted him. "I can only say," he testifies, "that I did the utmost to hold the love of Mrs. Bryan. When I married her nearly a year ago I gave her \$3,000 a year to spend as she chose. Sixteen motor-cars were at her disposal. I intend to indulge in no recriminations, and shall always provide for her."

Mrs. Bryan, aged twenty-seven, declared that money was the cause of their domestic troubles. "If Mr. Bryan had been a poor man, I believe we could have lived together. I had been a poor look-alike before I became his first wife's companion, and he had always known the power of wealth. After he married me he became overbearing. I was his doll. He wanted to choose my clothes for me and parade me before his friends. I could not endure it, so I left him."

Mrs. Bryan narrates as an illustration of her husband's unbearable opulence that she lost \$500 worth of goods in a train. Instead of being angry, Mr. Bryan stopped at the nearest town and purchased \$2,000 worth of fresh jewellery to replace the lost goods, and continued the journey as though nothing had happened.

## INTIMATIONS

## BROWNING'S OLD TOM GIN.



An Ideal Drink for Summer.

SOLE AGENTS:

H. RUTTONJEE & SON,  
WINE & SPIRIT MERCHANTS.

Chas. J. Gaupp & Co.

Have Just Received a New

Selection of Goods from

MAPPIN & WEBB,

LONDON,

Comprising—

SILVER CUPS,  
PRESENTATION PLATE,  
TEA SERVICES,  
&c. &c.  
PRINCES PLATE,  
TABLE WARE,  
CUTLERY,  
FISH KNIVES and FORKS,  
DRESSING CASES with  
SILVER FITTINGS,  
LEATHER HAND-BAGS,  
and WALLETTS,  
RAZORS.

BROCKETT'S PRIVATE HOTEL,  
FOOCHOW.

WITHIN two or three minutes' walk from the Band, under New Management. Excellent Cuisine. Every Attention. Terms Moderate. House-boat trips and other excursions arranged up the river Min, which is unrivalled for beauty in China.  
J. BLACK,  
Manager.

1155]

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that time the supply is limited. Only supplied for Cash. P.O. Box 33. Telephone No. 12. Telegraphic Address: Press Codes: A.B.O. 5th Ed-Lieber's.

## NEW ADVERTISEMENTS

## VICTORIA SKATING RINK.

THE NIGHT OF THE SEASON.  
SATURDAY, 23rd SEPTEMBER, 1911.

## BOXING! BOXING!

MONSTER PROGRAMME.  
15 Rounds.

## IRON BUX v. KID MARRIOTT.

for the  
Babian Championship of the Orient.  
15 Rounds.

## SAPPER MILES, v. CORP. CHAMPION.

R.F.  
Army and Navy Light-  
weight Champion.  
Afternoon.

## SHERMAN COAKER, v. Pte. POTTER.

H.M.S. "KENT".  
K.O.Y.L.I.

## Pte. SMITH, v. STOKER HIGGINS.

K.O.Y.L.I.  
H.M.S. "KENT".

## LI HUNG CHANG v. Young J. JOHNSON.

J. DEMPSEY.  
Referee.  
Commencing at 9.15 p.m. sharp.

## POPULAR PRICES:

Ringside \$5. Stalls \$3. Gallery \$1.  
Late Trains to the Peak.

## Plan and Bookings at ROBINSON PLANO Co.

Hongkong, 13th September, 1911. [1160]

## THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON  
AUSTRALIA, INDIA, ADEN, EGYPT  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.

## THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL  
AMERICAN AND SOUTH AFRICA  
PORTS.

## THE Steamship

"ASSAYE."  
Capt. G. W. Cockman, R.N., carrying His  
Majesty's Mails, will be despatched from  
this for Bombay, on SATURDAY, the 30th  
Sept., 1911, at Noon, taking Passengers and  
Cargo for the above Ports in connection  
with the Co.'s s.s. "MALWA," 1,000 tons,  
from Colombo, passengers' accommodation,  
in which vessel is secured before departure  
from Hongkong.

Silk and Valuables, all Cargo for France,  
Tea and Cargo for London (under arrange-  
ment) will be transhipped at Colombo into  
the mail steamer proceeding direct to  
Marseilles and London, other Cargo for  
London, &c., will be conveyed via Bombay  
by the s.s. "PERSIA," due in London  
on the 14th Nov., 1911.

Parcels will be received at the Office  
until 4 p.m. the day before sailing. The  
contents and value of all packages are  
required.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 13th September, 1911. [1157]

## AMERICAN AND MANCHURIAN LINE

NOTICE TO CONSIGNEES.

FROM NEW YORK

## THE Steamship

"MATOPPO."  
Captain W. H. Dorman, having arrived from  
the above Port, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Ltd., Kow-  
loon, and stored at Consignees' risk and expense.  
All broken, chafed and damaged Goods are to  
be left in the Godowns, where they will be sub-  
jected to examination on FRIDAY, 22nd inst., at 10 A.M.  
All Claims must be presented within fifteen  
days of the Steamer's arrival here, after which  
date they cannot be recognized.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 22nd inst. will be subject  
to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 16th September, 1911. [1157]

## AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID,  
SUZ, ADEN, BOMBAY, COLOMBO,  
PENANG AND SINGAPORE.

## THE Company's Steamship

"AUSTRIA"  
having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Ltd., Kow-  
loon, whence delivery may be obtained.  
The Steamer brings Cargo from  
Venice ex s.s. "Metecorini," transhipped  
at Trieste.  
"Trieste" ex s.s. "Korber," transhipped  
at Bombay.  
Optional Cargo will be discharged here unless  
notice to the contrary be given immediately.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent to the office of the Underinsured before  
Noon on the 22nd inst., or they will not be  
recognized.  
All broken, chafed and damaged Goods are to  
be left in the Godowns, where they will be sub-  
jected to examination on the 21st inst., at 9.30 A.M.  
No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the  
22nd inst. will be subject to rent and/or extra  
Bills of Lading will be countersigned by  
SANDER, WIELER & Co.,  
Agents.  
Hongkong, 15th September, 1911. [1157]

## ADVERTISEMENTS.

## V. R. C.

## ANNUAL SWIMMING SPORTS.

THURSDAY, 21st September, Commencing  
at 5 P.M.

FRIDAY, 22nd September, Commencing  
at 5 P.M.

SATURDAY, 23rd September, Commencing  
at 4 P.M.

100 yards, 220 yards, 440 yards and 800 yards  
Championships of the Colony, and many  
other Events.

## MILITARY BAND in attendance on

SATURDAY, 23rd September, on  
which day afternoon tea will be provided for  
Ladies.

ADMISSION: Non-members \$1 each day.  
Ladies 50 cents each day.

Hongkong, 19th September, 1911. [1161]

## GEO. FENWICK &amp; CO., LIMITED.

(In Liquidation.)

THE Creditors of the above-named Company  
are required on or before the 30th day of  
September, 1911, to send their names and  
addresses, and particulars of their Debts, or  
Claims, and the names of their Solicitors  
(if any) to the Underinsured, the Liquidators  
of the said Company, and further, if so required  
by Notice in writing, personally or by their  
Solicitors or Representatives, to come in and  
prove their said Debts or Claims at such time  
and place as shall be specified in such Notice,  
AND NOTICE IS HEREBY GIVEN that in  
default thereof, such Creditors will be  
excluded from the benefit of any distribution  
before such Debts are proved.  
PERCY SMITH, SEPI & FLEMING,  
Liquidators.

Dated at Hongkong this 16th day of Septem-  
ber, 1911. [1159]

## PUBLIC AUCTION.

THE Creditors of the above-named Company  
are required on or before the 30th day of  
September, 1911, to send their names and  
addresses, and particulars of their Debts, or  
Claims, and the names of their Solicitors  
(if any) to the Underinsured, the Liquidators  
of the said Company, and further, if so required  
by Notice in writing, personally or by their  
Solicitors or Representatives, to come in and  
prove their said Debts or Claims at such time  
and place as shall be specified in such Notice,  
AND NOTICE IS HEREBY GIVEN that in  
default thereof, such Creditors will be  
excluded from the benefit of any distribution  
before such Debts are proved.  
PERCY SMITH, SEPI & FLEMING,  
Liquidators.

Dated at Hongkong this 16th day of Septem-  
ber, 1911. [1159]

## PARTICULARS AND CONDITIONS of

the letting by Public Auction Sale, to be  
held on MONDAY, the 25th day of  
September, 1911, at 3 P.M., at the Office of the  
Public Works Department, by Order of His  
EXCELLENCY THE GOVERNOR, of One Lot  
of CROWN LAND at Tai Ping Shan,  
in the Colony of Hongkong, for a term of  
75 years, with the option of renewal at a  
CROWN RENT to be fixed by the Surveyor  
of His MAJESTY THE KING, for one further  
term of 75 years. [1161]

## PARTICULARS OF THE LOT.

No. of Lot. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

1. Locality. Boundary Measurements. Contain-  
ment. Annual Rent. Upset Price.

## INTIMATION

## LANE, CRAWFORD &amp; CO.,

(TELEPHONE 971)

## SHOOTING SEASON

## BOOTS

\$12.50

\$14.00

\$17.50

per pair



## LEGGINGS

\$5.50

\$8.50

\$10.00

per pair

## FOX'S SPIRAL PUTTEES.

THERMOS FLASKS,  
PICNIC FLASKS.

## COMPLETE CAMP OUTFITS.

## LANE, CRAWFORD &amp; CO.

[1088]

## PUBLIC COMPANY

## DOUGLAS STEAMSHIP COMPANY,

LIMITED.

THE ORDINARY GENERAL MEET-  
ING OF SHAREHOLDERS will be  
held at the Company's Office, on SATURDAY,  
the 23rd September, at Noon, for the purpose  
of receiving the Report of the General Managers  
together with a Statement of Accounts to the  
30th June, 1911.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 5th to the 23rd  
September, 1911, both days inclusive.

DOUGLAS, LAPRAIK & Co.,  
General Managers,  
Hongkong, 5th September, 1911. [1113]

## SITUATION WANTED.

BRITISHER (age 27), desirous position in  
Shipping or Mercantile Office. First  
class experience and credentials.  
E. D.  
Care of "Daily Press" Office.  
Hongkong, 15th September, 1911. [1150]

Care of "Daily Press" Office.

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

Hongkong, 15th September, 1911. [1150]

## BANKS

## THE MERCANTILE BANK OF

INDIA, LIMITED.









# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SARDINIA Capt. C. C. Talbot, R.N.	10 A.M. 20th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUMATRA Capt. W. E. Le Mare, R.N. CANDIA Capt. W. R. Hickey, ...	5 P.M. 20th Sept. About 28th Sept.	Freight and Passage. About 28th Sept.
SHANGHAI	DELHI Capt. H. S. Bradshaw DEVANHA Capt. H. Powell, ...	About 28th Sept. About 13th Oct.	Freight and Passage. About 28th Sept.
LONDON via USUAL PORTS ASAYE OF CALL	ASAYE Capt. G. W. Cockman, R.N.	Noon 30th Sept.	See Special Advertisement

For Further Particulars apply to  
HONGKONG, 18th September, 1911.  
E. A. HEWETT,  
Superintendent.

# CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
HONGKONG and HAIPHONG MANILA, CEBU and ILOILO WEIHAIWEI, CHEFOO and TIENTSIN	"SUNGKANG" "TAMING" "HUICHOW" "CHENAN" "LINAN"	On 19th Sept. 11 A.M. On 19th Sept. 4 P.M. On 19th Sept. 4 P.M. On 21st Sept. 4 P.M. On 23rd Sept. 11 A.M.	On 19th Sept. 11 A.M. On 19th Sept. 4 P.M. On 19th Sept. 4 P.M. On 21st Sept. 4 P.M. On 23rd Sept. 11 A.M.
SHANGHAI MANILA, ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 27th Sept. 4 P.M.	On 27th Sept. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANTU".  
AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the Saloons. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.  
MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Amidsips; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KALPONG" is situated on Deck aft.  
SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.  
These Steamers Land, Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.  
REDUCED FARES—SINGLE \$45.....RETURN \$75.  
For Freight or Passage apply to—  
HONGKONG, 18th September, 1911.  
BUTTERFIELD & SWIRE,  
AGENTS.

# INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	"CHOYANG"	Tuesday, 19th Sept. Noon.	Tuesday, 19th Sept. 4 P.M.
TIENTSIN via SWATOW & CHEFOO	"CHONGSHING"	Tuesday, 19th Sept. 4 P.M.	Thursday, 21st Sept. Noon.
SANDAKAN	"MAUSANG"	Thursday, 21st Sept. Noon.	Friday, 22nd Sept. Noon.
SHANGHAI	"HANGSANG"	Friday, 22nd Sept. Noon.	Saturday, 23rd Sept. 2 P.M.
MANILA	"LOONGSANG"	Saturday, 23rd Sept. 2 P.M.	Tuesday, 26th Sept. Noon.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 26th Sept. Noon.	Tuesday, 26th Sept. Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 26th Sept. Noon.	Saturday, 30th Sept. 2 P.M.
MANILA	"YUENSANG"	Saturday, 30th Sept. 2 P.M.	Tuesday, 3rd Oct. Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 3rd Oct. Noon.	

RETURN TOURS TO JAPAN,  
(OCCUPYING 24 DAYS).  
The Steamers "KUTSANG", "NAMSANG" and "FOOSANG" leave about every 3 weeks Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A daily qualified surgeon is also carried.  
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.  
Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo, Tientsin & Newchwang.  
Taking Cargo on through Bills of Lading to Kaitai, Tahad, Dava, Simpona, Twoa, Tukan, Jesselton and Labuan.  
Telephone No. 215, Sub. Exch. 4.  
For Freight or Passage, apply to—  
HONGKONG, 18th September, 1911.  
JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

# HAMBURG-AMERIKA LINIE

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	"CHOYANG"	Tuesday, 19th Sept. Noon.	Tuesday, 19th Sept. 4 P.M.
TIENTSIN via SWATOW & CHEFOO	"CHONGSHING"	Tuesday, 19th Sept. 4 P.M.	Thursday, 21st Sept. Noon.
SANDAKAN	"MAUSANG"	Thursday, 21st Sept. Noon.	Friday, 22nd Sept. Noon.
SHANGHAI	"HANGSANG"	Friday, 22nd Sept. Noon.	Saturday, 23rd Sept. 2 P.M.
MANILA	"LOONGSANG"	Saturday, 23rd Sept. 2 P.M.	Tuesday, 26th Sept. Noon.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 26th Sept. Noon.	Tuesday, 26th Sept. Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 26th Sept. Noon.	Saturday, 30th Sept. 2 P.M.
MANILA	"YUENSANG"	Saturday, 30th Sept. 2 P.M.	Tuesday, 3rd Oct. Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 3rd Oct. Noon.	

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.  
Taking Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.  
NEXT SAILINGS FROM HONGKONG:  
HOMeward.  
FOR HAVRE, ROTTERDAM & HAMBURG:  
S.S. PREUSSEN ... 19th Sept.  
FOR HAVRE, BREMEN & HAMBURG:  
S.S. RHEINFELDS ... 29th Sept.  
FOR HAVRE & HAMBURG:  
S.S. SUEVIA ... 10th Oct.  
FOR ROTTERDAM, HAMBURG & ANTWERP:  
S.S. FURST BULOW ... 11th Oct.  
FOR HAVRE, BREMEN & HAMBURG:  
S.S. SENEGAMBIA ... 25th Oct.  
FOR ROTTERDAM & HAMBURG:  
S.S. BELGRAVIA ... 31st Oct.  
For Further Particulars, apply to—  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE.

# DOUGLAS STEAMSHIP CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
SWATOW, AMOY and FOOCHOW AND RETURN. (Occupying 9 to 10 Days).	"HAITAN" "HAIYANG"	THURSDAY, 21st Sept. at 1 P.M. TUESDAY, 26th Sept. at 1 P.M.	THURSDAY, 21st Sept. at 1 P.M. TUESDAY, 26th Sept. at 1 P.M.

For Freight and Passage, apply to—  
DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

# TOYO KISEN KAISHA.

## IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

### SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

STEAMERS	TONS	CAPTAIN	DATE OF SAILING
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 6th Oct. at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct. at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov. at Noon.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec. at Noon.

Triple Screws, turbine engines. Twin Screws.  
All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 6th October, at Noon.

### SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO.)  
The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

STEAMERS	TONS	DATE OF SAILING
BUYO MARU	10,500	SATURDAY, 14th October, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th February, at Noon.

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th October, at Noon.

TO	FARES FROM HONGKONG
LONDON	£71.10.0
VALPARAISO	Yen 570.00.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense—  
TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.  
TO CANADIAN AND UNITED STATES PORTS:—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.  
TO ALL PORTS:—Missionaries and their families.  
(These concessions apply to San Francisco Line Only).  
These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.  
"TENYO MARU", "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.  
Through Bills of Lading issued to North, Central and South American Ports.  
For Further Particulars as to Passage and Freight, apply to  
K. MATSUDA, AGENT,  
King's Building (Opposite Blake Pier).

# EST ASIATIQUE FRANCAIS

## MESSAGERIES MARITIMES, AGENTS.

### MAIL SERVICE TO AND FROM

### TONKIN

in 53 hours.

S.S. "SI-KIANG,"—Capt.—E. de Catalano.  
(1ST AND 2ND CLASSES) will leave Hongkong for  
KWANG CHOW WANG and HAIPHONG,  
on WEDNESDAY, the 27th Sept., 1911, at 9 A.M.

For Passage and Freight apply to  
P. THOMAS, H.M. Co.'s AGENT.

# OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY  
AND  
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY  
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS	LEAVES
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct. at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 17th Oct. at 11 A.M.

\* The s.s. "Canada Maru" will not call at Keelung.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

### HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING via SWATOW and AMOY	"SOSHU MARU"	WED'DAY, 20th Sept. at 10 A.M.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WED'DAY, 27th Sept. at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROL,  
MANAGER

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

## HOMeward PASSENGER SEASON, 1912.

### PROPOSED SAILINGS OF MAIL STEAMERS FOR MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leaves	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	2 days earlier	1 day later

Steamer	Tons	P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	February 3	MANTUA	11000	March 2	March 8
HIMALAYA	7000	February 17	MACEDONIA	10500	March 16	March 22
DELHI	8000	March 2	MOREA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DEVANHA	8000	March 30	MOLDAVIA	11000	April 27	May 3
DELTA	8000	April 13	MALWA	11000	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May 31
DELHI	8000	May 11			June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:  
1st SALOON £71.10 SINGLE £105.14 RETURN.  
2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR  
LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leaves	Due
	HONGKONG	LONDON

Steamer	Tonnage	about	about
NYANZA	7000	February 7	March 22
NILE	7000	March 6	April 19
NUHIA	6000	April 3	May 17
SUMATRA	5000	April 17	May 31
NAMUR	7001	May 1	June 14
PALAWAN	5000	May 15	June 29
BORNEO	5001	May 22	July 14
SYRIA	7000	June 12	July 27
NORE	7000	June 26	August 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES  
FARES TO LONDON:  
1st SALOON £50 SINGLE £82.10 RETURN.  
2nd £38.10 £57.4

For further Particulars, apply to—  
E. A. HEWETT,  
SUPERINTENDENT.

# NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP CO.)

### PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	KAMO MARU Capt. F. L. Sommer AKI MARU Capt. K. Homma	9,000 7,000	WED'DAY, 27th Sept. at Daylight. WED'DAY, 11th Oct. at Daylight.
VICTORIA, B.C. & SEATTLE	MISHIMA MARU Capt. A. F. Moses SADO MARU Capt. J. Richards	9,000 7,000	WED'DAY, 25th Oct. at Daylight. SATURDAY, 7th Oct. from Kobe
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	TAMBA MARU Capt. K. Noda AWA MARU Capt. Iizawa	7,000 7,000	TUESDAY, 10th Oct. at Noon. TUESDAY, 7th Nov. at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi KUMANO MARU Capt. M. Winkler	5,000 7,000	FRIDAY, 29th Sept. at Noon. FRIDAY, 27th Oct. at Noon.
SHANGHAI, MOJI and KOBE	WAKASA MARU Capt. N. Nielsen	7,000	WED'DAY, 27th September.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	7,000	WED'DAY, 27th Sept. at Noon.
KOBE and YOKOHAMA	KAGA MARU Capt. M. Hagino	7,000	THURSDAY, 28th 11 A.M.
BOMBAY via SINGAPORE and COLOMBO	CEYLON MARU Capt. Tozawa	6,000	TUESDAY, 19th September

§ Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only.

# NEW LINE OF STEAMERS

## BETWEEN KOBE & CALCUTTA.

REGULAR SERVICE (once in every 13 days)  
FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG and RANGOON.

The First Steamer to sail from Hongkong:—

"JINSEN MARU," TONS 3,782, CAPT. MACHIDA, ON 26TH SEPT.

# CHEAPEST SUMMER RATES

## BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.  
SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For further information, apply to—  
T. KUSUMOTO, MANAGER.

[1061—14—40]

## "G R A E T Z."

METALLIC FILAMENT

EHRICH &amp; GRAETZ,

LAMPS

Saving in current 70%



Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.  
Hongkong, 15th September, 1911.

BERLIN-GUBENER

HUTFABRIK ACT.-GES.

VORM. A. COHN GUBEN III.

(GERMANY).

Manufacturers and Exporters of all kinds of

FELT AND WOOL HATS SOFT AND STIFF.

DAILY PRODUCTION 20,000 HATS BY 3,500 WORKMEN.

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM**HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.  
Hongkong, 15th September, 1911.**HOEHL**

Gout American.

Extra  
Dry.

Obtainable in Small Cases of

12 Pints, at \$19.00 Per Case.

For Orders please Write or Telephone to—

**HUGO C. A. FROMM,**HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.  
Hongkong, 15th September, 1911.

## POST OFFICE NOTICE

(Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.)

The attention of the public is drawn to page 10, para 20, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The *Redoubt*, with the Siberian Mail, is expected to arrive here to-morrow, at 1.00 p.m.

FOR	PER	DATE
Haiphong	Carl Dietrich	Monday, 18th, 8.00 A.M.
Macao	Sui Tai	Monday, 18th, 1.15 P.M.
Kobe	Tjilatjap	Monday, 18th, 2.00 P.M.
Chinampo (Korea)	Unkai Maru	Monday, 18th, 3.00 P.M.
Hoihow and Haiphong	Sungliang	Monday, 18th, 5.00 P.M.
Singapore, Colombo and Penang	Ceylon Mail	Tuesday, 19th, 10.00 A.M.
Singapore, Penang and Calcutta	Japan	Tuesday, 19th, 11.00 A.M.
Shanghai	Chongshing	Tuesday, 19th, 11.00 A.M.
Batavia, Cheribon, Samarang and Sourabaya	Tjilatjap	Tuesday, 19th, 11.00 A.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	Eastern	Tuesday, 19th, 11.00 A.M.
Macao	Sui Tai	Tuesday, 19th, 1.15 P.M.
Weihaiwei, Chafoo and Tientsin	Huichow	Tuesday, 19th, 3.00 P.M.
Manila, Cebu and Hilo	Taming	Tuesday, 19th, 3.00 P.M.
Swatow, Hongkong, Weihaiwei, Chafoo and Tientsin	Chongshing	Tuesday, 19th, 3.00 P.M.
Singapore, Penang and Colombo	Sardinia	Wednesday, 20th, 9.00 A.M.

EUROPE, &c., INDIA VIA TUTICORIN.  
(Late Letters 11.00 A.M. to 11.30 A.M.)  
Extra Postage 10 cents.  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)Macao  
Manila, Cebu and Hilo  
Shanghai, Moji, Kobe and Yokohama  
Samsarkau  
Swatow, Amoy and Foochow  
Macao  
Shanghai  
Shanghai  
Macao  
Manila  
(Taking Mails for Cebu and Hilo)  
MacaoSHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)  
SIBERIAN MAIL TO EUROPEShanghai  
Samsarkau and Sourabaya  
Shanghai, Kobe and Moji  
Singapore, Penang and CalcuttaEUROPE, &c., INDIA VIA TUTICORIN.  
Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)Swatow Amoy and Foochow  
Manila (Taking mails for Cebu and Hilo)  
Zamboanga, Port Darwin, Thursday Is., Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and FremantleSHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO  
SIBERIAN MAIL TO EUROPEEmpress of Japan  
Linon  
Clara Josen  
Katsang  
Namsang

Caledonia

Hanyang

Changsha

Mongolia

Printed Matter and Samples	10.00 A.M.
Registration, with late fee of 10 cents, up to 10.45 A.M.	10.45 A.M.
Registration, Kowloon B.O.	9.30 A.M.
No late fee.	11.00 A.M.
Letters	11.00 A.M.
Wednesday, 20th, 1.15 P.M.	1.15 P.M.
Wednesday, 20th, 3.00 P.M.	3.00 P.M.
Thursday, 21st, 11.00 A.M.	11.00 A.M.
Thursday, 21st, NOON	NOON
Thursday, 21st, 1.15 P.M.	1.15 P.M.
Thursday, 21st, 3.00 P.M.	3.00 P.M.
Friday, 22nd, 11.00 A.M.	11.00 A.M.
Friday, 22nd, 1.15 P.M.	1.15 P.M.
Saturday, 23rd, 1.00 P.M.	1.00 P.M.
Saturday, 23rd, 1.15 P.M.	1.15 P.M.
Saturday, 23rd, 3.00 P.M.	3.00 P.M.
Registration, Kowloon B.O.	9.30 A.M.
Printed Matter and Samples	10.00 A.M.
Registration, with late fee of 10 cents, up to 10.45 A.M.	10.45 A.M.
Registration, Kowloon B.O.	9.30 A.M.
No late fee.	11.00 A.M.
Letters	11.00 A.M.
Saturday, 30th, 1.15 P.M.	1.15 P.M.
Saturday, 30th, 3.00 P.M.	3.00 P.M.
Registration, with late fee of 10 cents, up to 10.45 A.M.	10.45 A.M.
Registration, Kowloon B.O.	9.30 A.M.
No late fee.	11.00 A.M.
Letters	11.00 A.M.

## COMMERCIAL.

EXCHANGE  
CLOSING QUOTATIONS.

September 16th.	
ON LONDON—	
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Credits, at 4 months' sight	1/10 1/2
Documentary Bills 4 months' sight	1/10 1/2
ON PARIS—	
Bank Bills, on demand	227
Credits, at 4 months' sight	231
ON GERMANY—	
On demand	184 1/2
ON NEW YORK—	
Bank Bills, on demand	43 1/2
Credits, at 60 days' sight	44 1/2
ON HONGKONG—	
Telegraphic Transfer	134 1/2
Bank, on demand	134 1/2
ON CALCUTTA—	
Telegraphic Transfer	134 1/2
Bank, on demand	134 1/2
ON SHANGHAI—	
Bank, at sight	75 1/2
Private, 30 days' sight	76 1/2
ON YOKOHAMA—	
On demand	88 1/2
ON MANILA—	
On demand—Pesos	88 1/2
ON SINGAPORE—	
On demand	76 1/2
ON BATAVIA—	
On demand	108 1/2
ON HAIPHONG—	
On demand	14 1/2 p.m.
ON SAIGON—	
On demand	1 1/2 p.m.
ON BANGKOK—	
On demand	\$11.05
SOYBEANS, Bank's Buying Rate	\$57.70
GOLD LEAF, 100 fine, per tola	\$57.70
BAL SILVER, per oz.	24 1/2
SUBSIDIARY COINS.	
Chinese	20 cents pieces, \$5.20 discount.
Chinese	10 " " \$5.58 "
Hongkong	20 " " \$5.00 "
Hongkong	10 " " \$5.42 "

## SHARE LIST.—QUOTATIONS. HONGKONG, SEPTEMBER 15th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID-UP.	CLOSING QUOTATIONS CASH.
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$890, buyers
China Borneo Company, Limited	60,000	\$12	all	\$285 10/
China Light and Power Company, Limited	50,000	\$5	all	\$101
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$1.50
COTTON MILLS—				
Yen Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 92.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$3.35
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 44.
Laon-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 50	all	Tls. 63.
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 24.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$23
DOCK AND WHARVES—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$5	all	\$51
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$7, sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 57, buyers
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 86, sellers
Green Island Cement Co., Limited	400,000	\$10	all	\$3.85, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$290
Hongkong Electric Co., Limited	60,000	\$10	all	\$214, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$119, buyers
Manila Metropolitan Hotel Limited	15,000	Ps. 10	all	\$11
Hongkong Ice Company, Limited	50,000	\$25	all	\$165, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$18, sales
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7
INSURANCES—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$206, sales
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$125, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$162, sellers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 155, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$820, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$225, @ Ex 73
LANDS AND BUILDINGS—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$100
Hunphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$74
Kowloon Land and Building Co., Ltd.	50,000	\$50	all	\$30, sellers
Shanghai Land Investment Co., Limited	75,000	Tls. 50	all	Tls. 97
West Point Building Co., Limited	12,500	\$50	all	\$45, sal. & bu.
MIXING—				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$700
Raub Australian Gold Mining Co., Ltd.	230,000	\$21	all	\$8.65
Peak Tramways Co., Limited	50,000	\$10	all	\$113, sellers
Philippine Co., Limited	75,000	\$10	all	\$1.00, buyers
KEVINBLES—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$5, buyers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$142, sellers
STEAMSHIP COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$30, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$11, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	50,000	\$15	all	\$22, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$28, sellers
Shall Transport & Trading Co., Limited	60,000 def.	\$1	all	\$4, L'don. sal.
Star Ferry Company, Limited	2,500,000	\$1	all	\$5 17.6.
South China Morning Post, Limited	10,000	\$10	all	\$75
Steam Laundry Company, Limited	10,000	\$10	all	\$26 1/2
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	15,000	\$7	all	\$5
Wm. Powell, Limited	10,000	\$10	all	\$24, buyers
Watkins, Limited	90,000	\$10	all	\$51
A. S. Watson & Co., Limited	3,000	\$10	all	\$15, buyers
Weissmann, Limited	15,000	\$10	all	\$12, buyers
H. Price & Co., Ltd.	9,900 ordy.	\$10	all	\$10
United Asbestos Oriental Agency, Limited	100 fders	\$10	all	\$300
United Waterboat Co., Limited	50,000	\$10	all	\$63, buyers

Daily Wire  
Para Rubber in London  
Lenses  
Chinese Imperial 1886  
Amount  
Tls. 767,200  
Value  
Tls. 250  
Interest  
7% p. annum  
Quotation  
VERNON & SMYTH, Share-Brokers

## WILLIAM C. JACK &amp; CO., LTD.

ELECTRICAL AND MECHANICAL ENGINEERS, GOVERNMENT CONTRACTORS AND IMPORTERS.

14, DES VOUX ROAD, HONGKONG.

TELEPHONE 358. CARBONARIES "MARINEWORK."

AGENCIES AND STOCK HELD:

THE GENERAL ELECTRIC CO. OF CHINA, LTD.

ALL ELECTRICAL SUPPLIES.

W. H. ALLEN SON &amp; CO., LTD.

MACHINERY, STEAM PUMPS.

J. B. PETTER &amp; CO., LTD.

KEROSENE OIL ENGINES AND PUMPS.

THE WELSBACK INCANDESCENT GAS CO.

GAS FITTINGS, BURNERS AND MANTLES.

T. H. AND J. DANIELS, LTD.

SUCTION AND POWER GAS PLANTS, ENGINES.

W. E. WATSON &amp; CO.

MARINE BEARING METALS, &amp;c., &amp;c.

Hall's Washable Dampers, Blake Pumps, Boiler Fluids, Roofings, Asbestos, Oregon Pine Lumber, "OSRAM" Electric Lamps, &amp;c., &amp;c.

## THE CIGARETTES OF DISTINCTION

**Bouton Rouge**and **Felucca**A LUXURY TO  
THE MAN  
OF TASTE

IN 50's &amp; 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



## THE NESTLÉ &amp; ANGLO-SWISS

CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.

**Milkmaid**STERILIZED  
NATURAL MILK.

A trial of which will satisfy you of its

EXCELLENCE.

PRICE:

20 Cents Per Tin.

\$2.30 Per Doz. Tins.

\$9.00 Per Case of 4 Doz. Tins.

ON SALE AT—

LANE, CRAWFORD &amp; Co.

Kwan Yee, Queen's Road Central.

CHEONG TEE, Queen's Road Central.

MAN TUN, Queen's Road East.

NAM HING LOONG, Queen's Road Central.

MUTUAL STORES, Queen's Road Central.

HONGKONG CO-OPERATIVE SOCIETY, 11, Cause Road.

## PASTEURIZED AMSTEL

BEER.

A SPECIALLY LIGHT AND PALATABLE BEER.

THE BEST BEER ON THE MARKET.

PER CASE 4 DOZ. QTS. } \$16.50

" " 6 " " }

For Local Consumption Duty added.

SOLE AGENTS:

**H. PRICE & CO., LTD.**

WINE MERCHANTS.

12, QUEEN'S ROAD, CENTRAL.

## TO-DAY

3 p.m.—Auction of Crown Land at Kennedy Rd.

by Public Works Dept.

5.30 p.m.—Annual General Meeting of Hong-

kong Cricket League, in the Hongkong

Cricket Club Pavilion.

FORTHCOMING EVENTS.

Saturday, 23rd Sept.—Ordinary General Meet-

ing of Douglas Steamship Co., Ltd., Noon.

Saturday, 23rd Sept.—Extraordinary General

Meeting of Douglas Steamship Co., Ltd.,

12.15 p.m.

Saturday, 23rd Sept.—Boxing at the Victoria

Skating Rink, 9.15 p.m.

Monday, 25th Sept.—Auction of Crown Land

at Tai Ping Shan, by Public Works Dept.,

3 p.m.

Thursday, 28th Sept.—Annual General Meeting

of Kowloon Cricket Club in the Club

Pavilion, 5.15 p.m.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on

Sale daily at the following stores:—

KOWLOON BOOK STALL, Ferry Wharf

Messrs. H. RUTTON &amp; SONS, Kow-

loon Store, No. 36, Haiphong Road.

Messrs. HUNG CHEONG, Haiphong Road

Mr. AH YAU, Hongkong Stall, Ferry Wharf